

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Brand Airfield

EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 3 to 24 May 1952 25X1

DATE OBTAINED DATE PREPARED 18 June 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

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REMARKS

Paragraphs 8, 9, and 11 supplement information

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SOURCE

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1. On 3 May 1952, source observed at the Krausnick radio installation of Brand airfield that the mobile searchlight previously observed there had left. A device covered by a tarpaulin and mounted on a ground plate was observed on the spot. Source was told by a local resident that this device was a searchlight. This searchlight was not in operation every night, but when in operation it beamed its light at an angle of 45 degrees toward the west and moved it across the sky until it pointed toward the east at the same angle before switching off. This process was continually repeated.
2. At 7 a.m. on 6 May, 17 type-27 and 1 type-30 jet bombers were observed on the taxiway in front of the flight control station. The type-27 planes were parked in groups of 6, 5 and 6 aircraft respectively while the type-30 plane was parked separately. (1) From 9 a.m. to 4:30 p.m. on 14 May, there was flying at the field. The weather was bad, visibility about 2,000 meters and the cloud ceiling was at an altitude of 100 to 150 meters. A type-27 jet bomber marked by the black No 15 landed at about 3 p.m. (2) At 6 p.m. source observed that the aircraft at the field were parked in the same pattern as observed on the preceding day. Between 8:30 a.m. and 3 p.m. and after 9 p.m. on 15 May, flights of about 15 minutes duration were made. After having landed three times, the aircraft refueled in the aircraft dispersal area. Red Nos 1, 17, 18, 27 and 34 were identified on type-27 planes and No 01 was identified on a type-30 plane. At darkness, individual planes made 20-minute flights. When these aircraft were over Krausnick shortly before landing they switched on two landing lights which appeared to be located at both sides of the fuselage. At 8 a.m., the aircraft observed at the field were parked in the same pattern as during the preceding days.
3. On 14 May, source observed for the first time that seven soldiers wearing red-bordered black epaulets were assigned to the radio installation at Krausnick. Only three of the air force soldiers previously observed there had remained. The new personnel were 18 to 20 years old and appeared to have come from the U.S.S.R. recently. They were poorly disciplined. (3)

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- h. Between 9:15 a.m. and 1 p.m. on 9 May, individual jet bombers practiced 15-minute flights at the field. After landing, the bombers would taxi via the southern taxiway to the flight control station, where the crews were exchanged. Aircraft landed at 11:15, 11:30 and 11:40 a.m. The red Nos 24, 25 and 26 were identified on type-27 planes and the red No 01 was identified on a type-30 plane.

5. The soldiers of the AAA unit were quartered in low wooden buildings of the German construction headquarters south of the western end of the southern taxiway. Near these buildings eight unlimbered AA guns, similar to the former German 88-mm AA guns, were seen. (u)

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7. Source obtained a blueprint of the original plan of the northern taxiway under construction at the field. By order of the Soviet construction staff, this new plan had to incorporate the following changes:

- An additional lane connecting the northern taxiway and runway is to be built.
- Twenty-two instead of the 20 hardstands previously planned are to be constructed.

Source learned at the German construction bureau that the Russians had demanded that 20 more temporary quarters be set up without delay.

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8. At 7 p.m. on 13 May, 13 jet bombers covered with tarpaulins were parked in front of the flight control station in groups of 6, 5 and 2 planes. One plane was parked separately. A biplane was parked on the extension of the taxiway. On the following days, source observed that the pattern of the parked aircraft had not changed.
9. On 16 May, firing at an air sleeve was practiced with 3 or 4 machine guns mounted on tripods. Explosive bullets were used for these practices. (5) There was no flying before 8:30 p.m. on 19 May, when night flying was started. The south side of the runway was lighted electrically, while oil lamps 50 to 100 meters apart were observed along the north side of the runway. The jet bombers took off from west to east. Two searchlights about 400 meters apart were located 400 meters north of the runway at the edge of a woods. These searchlights would light the first 400-meter stretch of the runway for landing aircraft. After the landing of a plane, the two searchlights were switched off. The searchlight on the western border of Krausnick was in operation for a short time before the arrival and landing of a plane. This searchlight would switch off its light when a plane was landing or taking off. Night flying continued until after midnight.
10. There was no day flying on 20 May. Night flying began after 8:30 p.m. The weather was very cloudy and cool. One truck each loaded with bombs was observed coming from the ammunition dump at about 11 p.m. and undumping. On the following morning, source learned from a Soviet soldier that bombs had been dropped over the Bumsersdorf range during the preceding night. From 9 a.m. to 1:30 p.m. on 21 May, a type-30 jet bomber marked by the red No 01 practiced flying. Take-offs by this plane were made at 11:05 and 1:23 p.m. and landings at 1:17 and 1:35 p.m. No exchange of crews was observed. Night flying was started after 8:30 p.m. and continued until after midnight. Source learned from an employee of the German construction bureau that there was no day flying at the field on 22 and 23 May.

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However, night flying was rather heavy on the two days mentioned. On 24 May, 18 jet bombers covered with tarpaulins were observed in the aircraft dispersal area near the flight control station.

11. The previously reported AA guns were fitted with pear-shaped muzzle brakes. This indicates that the guns observed had a caliber of 85 mm. The set located a short distance from the AAA emplacement was always covered with a tarpaulin when observed by source. Four 37-mm AA guns were observed about 100 meters north of this emplacement. The crews of these AA guns lived in low wooden buildings nearby. Source learned from an air force soldier stationed at the field that another AAA battery of four guns was 500 to 600 meters northeast of the eastern end of the runway. (6)
12. On 15 May, source learned from a Soviet lieutenant that most tank trucks at the field had a capacity of 4 cubic meters. However, some obsolescent tank trucks had a capacity of 3 cubic meters. (7)
13. On 14, 15, and 16 May, groups of 8 to 10 soldiers were continuously trucked to a deserted gravel pit where firing with machine guns was practiced at an improvised range having a length of thirty meters. From the uniforms and the ranks observed, source inferred that the soldiers involved were flight personnel.

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Comments.

- (1) It is believed that the three groups of aircraft represented the aircraft of the three squadrons of the regiment, while the type-30 plane which was parked separately, probably belonged to the regimental headquarters. See also paragraph 8 of the present report.
- (2) This plane presumably did not belong to the regiment stationed in Brand as the aircraft of this unit are marked exclusively by red numbers.
- (3) A release of the air force soldiers previously stationed at this radio installation by army soldiers cannot be explained. However, source does not make it clear whether the new soldiers observed there were radio operators or guard personnel.
- (4) These eight AA guns which according to paragraph 11 of the present report had a caliber of 85 mm, were shipped from Parchin to Brand on 7 April. The guns belonged to an army AAA unit.
- (5) It is believed that the ammunition used for these firing practices was practice ammunition which disintegrates automatically after a specific time of flight.
- (6) According to available information, two 85-mm and one 37-mm AAA batteries are available near the field.
- (7) These data on the capacity of tank trucks require confirmation. If they should prove to be correct, reports on refueling procedures would permit conclusions as to the fuel carrying capacity of jet bombers.

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